Almost all the cultivators are Baharna or Hassawis, who are of the Shiite sect, descendants of Baharna who emigrated to Arabia. The Sunni Arabs do not work in the gardens. The people living in the villages which are scattered among the date gardens originally earned their livelihood entirely by working in the gardens; now many of them are employed by the oil company or in Manama. During the date picking season, which in many ways resembles the hop picking season in England, temporary villages of palm branch huts spring up among the date gardens when people from other parts of Bahrain come to pick the crop.

The village people are the aboriginal inhabitants of the country and in the past they suffered much during the many invasions of Bahrain when their homes, gardens and water channels were destroyed and even in times of peace they were regarded as milch cows, whose wealth was extracted by their rulers. But in recent times their position has changed, they are more prosperous than they used to be and are on terms of equality with their neighbours.

BOAT BUILDING

It is claimed by some authorities on Middle Eastern history that the Phoenicians originated in Bahrain and sailed their craft up the Gulf, which then extended much farther northwards than it does today, and following the Euphrates to the point where the river is nearest to the Syrian coast, they landed and settled there. This may or may not be true but there is no doubt that the people of Bahrain have been sailors for at least as many centuries as the pearl industry has been in existence and their stitched boats not only sailed the Persian Gulf but entered the Indian Ocean.

Most of Bahrain's boats were in former days employed as pearlers, and although the Kuwait shipyards built the largest craft it was natural that Bahrain, nearer the Indian source of timber and itself the centre of the pearling industry, should have its own yards. It should also be remembered that Kuwait is a comparatively modern town, having been founded early in the 18th century, before which date it did not attain importance as a harbour for north-east Arabia.

Today most of the boat building is carried on in Muharraq, although there are some yards at the western end of Manama. In former days, before iron nails were obtainable, Arab boats were not nailed but stitched together, with a giant needle and cord as thread, yet these boats of such fragile construction were able to weather the heaviest gales that swept the Gulf and the Indian Ocean.

In recent years launches have been made in greater numbers than sailing boats, so builders have inclined to specialise in the construction of those boats to which engines can best be fitted. For this reason many "jalibuts" have been built, they can be identified by their vertical bow and the straightness of the keel. The origin of this name is doubtful and many suggestions have been made to explain it. Possibly

the most logical is that of H. R. P. Dickson, who says in his *The Arab of the Desert* that the name is derived from the Indian boat called "Gallevat" which is in turn derived from the Portuguese "Galeote" or Galley. 501 396

The type of craft most used for pearling in Bahrain is the Sambuq, which has a long finely curved bow and a square stern. It has two masts and is usually fully decked. Another boat of the same type is the Shu'ai, which only differs from the Sambuq in the shape of the stem piece. A second boat with Portuguese connections is the Baghala, a large craft with a comparatively short curved stem-piece. The Baghala has a distinctive square stern set with windows, which, although often false, give the stern the appearance of an old fashioned European man-of-war. The largest boat now being built is the Boom, which can be identified by its long straight stem-piece and its stern, set about 10° from the vertical.

Boats are not built on the scale of former days, for the decline of the pearling industry and the development of the fast launch have reduced the demand for the large old-fashioned sailing boats. Launches need a smaller crew, they are more useful for work between steamers and the shore and over short distances, and are now in many other ways a more satisfactory investment than sailing boats.

Many small types of boats are used around the shores of Bahrain for fishing and for carrying passengers between the islands. Some of these are built like miniature sambuq, while others have the vertical bow of the jalibut. There is also the huri, a primitive canoe hollowed out of the trunk of a tree and imported from Africa for use as a ship's dinghy. An entirely local product is the huwairiyah, a craft built of date stems tightly tied together with date fibre and soaked in fish oil. These little boats, which if well made are entirely water-proof, can carry a man or two boys and are used for fishing and ferrying.

A question that always confuses visitors to Bahrain is the word "dhow" ; this name, originally unknown to the Arabs, is used by Europeans to include all Persian Gulf sailing boats, and has become so general that Arabs, finding the word useful, are now beginning to use it themselves.

The craftsmen who make the boats of Bahrain have an interesting sideline, they make perfect miniature models of the large sailing boats, not only of the ones at present in use but also of the obsolete types, and these can be purchased from them and make interesting ornaments in the house or souvenirs of Bahrain. [523]

JUS

"Jus," the Arabic for gypsum, has always been used for building purposes in Bahrain ; the pre-historic tombs are lined with it and it was used for the construction of the 10th century mosque at the Suq al-Khamis. It is found in slabs below the ground and is collected in many places in Bahrain, in Lozi, from the desert north of Awali and from the Howar Islands. The gypsum is often prepared on the spot where it 316 339

361 and on the shore there is an old deserted fort which was built by the Omanis during a short period when they occupied the Islands. A [504] ferry service of small sailing boats plies between Muharraq and Arad fort, but to drive round the bay to the fort by car takes less time than crossing by boat.

396 Boat building is one of the few local industries of Muharraq and is carried out along the shores of the town, especially on the eastern coast. Carpenters and shipwrights are apt to extend their work half across the road and when driving a car one often has to avoid sails which are pegged out for joining or for repairs, rope winders, men mending nets or carpenters working on big wooden water tanks for the pearling dhows.

361 178 Many visitors to Bahrain never enter Muharraq and by failing to do so they miss the sight of a comparatively untouched Arab town, a sight that is rapidly becoming rarer in the oil rich Persian Gulf.

HEDD

361 Bahrain's number three town is Hedd. Long and narrow, it is built on a strip of land which juts out into the sea at the south-east end of Muharraq Island. The houses are closely packed together and extend right to the edge of the sea, one road, only just wide enough for motor vehicles, runs through the centre of the town and on each side a labyrinth of narrow lanes leads down to the shore. There are few barastis in Hedd and most of the people live in stone houses ; some of them are large, built by pearl merchants in the days when the pearl industry of which Hedd was an important centre, was flourishing. The bazaar is in the main street and it contains many shops which sell all manner of goods. Water is supplied to the town by several artesian wells.

[162] The population of Hedd is entirely Sunni and predominantly Arab, although a few of the shopkeepers are Persians. It includes Arabs of the Bin Ali, Saada, Mesedem and Musallam tribes who used to be very influential in Bahrain ; the last were once the rulers of Qatar. Hedd was originally a diving town but although it still has much contact with the sea, many of its inhabitants work on shore. Its people have a reputation for intelligence and energy and this is shown by the fact that they have produced better results from their schools than any other community. The town is conspicuously clean, owing partly to the fact that it is surrounded by the sea on three sides.

348 633 Hedd has a handsome new police station, at the entrance to the town, which was completed in 1952, a Municipality and Boys' and Girls' Schools which were opened in 1937 and 1939 respectively. For some years the Muharraq Municipality included Hedd in its activities but in 1945 Hedd formed its own elected Municipal Council with four members. There is also in Hedd a dispensary and a small women's hospital with accommodation for a certain number of in-patients.

226 Hedd is famous for its prawns which are caught in special traps and sent to the fish markets of Manama and Muharraq.

651

5. Landing Company. The British India Steam Navigation Company's agents have a concession from the Bahrain Government to operate a landing company which is authorised to convey cargo from steamers to the pier. They charge landing fees according to a schedule authorised by the Government, and the Company pays to the Government 5% of its total collections.

The cost of importing normal cargo, at the 5% rate, including all outside costs such as landing fees, import yard charges, etc., amounts to approximately 10%. This amount is not high considering that there is no other form of taxation in Bahrain.

(*a*) Mainland Cargo. Bahrain is, to a great extent, a distributing centre for the mainland ports; most of the imports into Saoudi Arabia pass through Bahrain, and for this reason various special systems have been arranged to deal with the transit trade. Until about sixteen years ago, imports through Bahrain which were re-exported to the mainland were charged the same duty as imports into Bahrain. In 1921 the duty on re-exported goods was reduced from 5% to 2%, and during the last ten years further changes have been made.

(*b*) Optional Cargo System. In 1349 (1930-31) the *Optional Cargo System* was introduced. Under this system cargo imported into Bahrain, but intended for re-export to certain specified mainland ports, is charged full import duty, but is eventually liable for 2% only when the shipping bills are returned endorsed from the ultimate destination.

(*c*) Transhipment Cargo. Transhipment cargo is cargo transferred by boats from steamer to native craft direct; 1¾% duty is charged on such cargo for certain specified ports and 2% for other ports provided that not less than 100 packages are transferred at once.

Transit Cargo. Transit cargo is cargo destined to other ports which is landed in Bahrain awaiting shipment. On this cargo 1¾% is charged, and also the import yard charges.

The reduction in duty on goods for certain mainland ports in Saoudi Arabia from 2% to 1¾% was made in 1354 (1935-36) as the result of negotiations by a delegation sent by His Majesty King Ibn Saoud to Bahrain to discuss various commercial matters with the Bahrain Government.

Harbour dues are charged only in the case of foreign launches which are not registered in Bahrain; no harbour dues are charged on native craft, although they are charged in all other ports.

Export Dues, Boat-Building. The only exports from Bahrain are dates, shells, animals' skins, and pearls. There is no export duty on pearls, but on the other commodities export duty is levied which amounts to approximately 5%. The only local industry of any importance is boat-building. This in the past was a flourishing trade, but with the slump in the pearl market, boat-building has declined. This table shows the numbers of boats built in Bahrain:

[439]
[396]

Year.	*Boats.*	*Launches.*
1346	76	10
1347	100	12
1348	70	28
1349	27	13
1350	18	2
1351	10	1
1352	21	2
1353	25	1
1354	21	4
1355	8	5

The customs collections during the last ten years are shown on the attached graph. The peak year was 1346 (July 27th, 1928); from 1346 until 1351 the revenue decreased each year to an alarming extent; in 1352 it began to improve, mainly owing to the increase in rates of duty which

3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
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adequate motor-bus communications with most of the villages.

Manama is the shipping centre of the Gulf pearl industry,[1] and steamers connect regularly with India, Persia, and Iraq. Bahrain harbour is also the centre of a considerable coastal and pearling trade by dhows, as well as the local headquarters of its fishing industry. Other local industries are dhow-building and the manufacture of sailcloth and reed matting. Much of the import and export trade from al-Hasa and its hinterland passes through Bahrain, and this created an important source of revenue during the years in which Aramco was developing its oilfields on the Saudi coast. Lately, however, the Saudis have perceived the advantage of conducting this trade for themselves. By establishing a high-cost re-entry permit, they have discouraged the foreign staff of the oil company from doing its week-end shopping in Bahrain, and their policy is to increase the port and market facilities of the two Saudi coastal towns opposite the island—Damman and Al Khobar. In Bahrain there is a duty of 5 per cent ad valorem on essential imports such as food and clothing; non-essential imports are subject to higher duties, ranging between 15 per cent on tobacco and liquor, and 10 per cent on luxuries.

History and Foreign Relations

The presence in the northern part of Bahrain Island of numerous burial tumuli indicates very early human inhabitants, but their identity, which was at one time thought to be Phoenician, remains unknown. Bahrain's situation and natural harbour facilities suggest that from the earliest days of sea navigation in the Gulf the port was important. Its recorded history, however, dates only from 1507, when the Portuguese occupied the island. They built a fort of which the ruins survive, but were driven out in 1602 by an Arab invasion from Persia. Bahrain was held by Persia intermittently until 1783, when it was conquered by Arabs from the mainland. Since 1816 it has been ruled by the Khalifa family of the Utubi tribe, which in 1820 first entered into treaty relations with the East India Company. But the Persian Government has never ceased to claim sovereignty over the island and at intervals has protested against British treaties with the Shaikh. The Persian claim is based on a British Note of 27 April 1869 in which (the Persians allege)[2] Lord Clarendon recognized their title to sovereignty over the

[1] This has long been important, and in the 1830's the fisheries were estimated to bring in some £300,000 to £400,000 a year.

[2] The Persian claim was disposed of by Sir Austen Chamberlain in a Note of 18 January 1928. See League of Nations, *Official Journal*, May 1928, pp. 606–7.

63:Simmons et al G-5 (1941-1951) 1954
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nama, Muharraq and Hedd and the 3 villages of East and West Rafaa and Sakhir was less than 1 per cent.

Social Economy

Prior to the opening of the Bahrain oil fields, the economy of the islands was based upon pearl fishing and the transshipment of goods between Iran, India and other countries and the neighboring Arabian ports. The waters of the Persian Gulf contain famous pearl fishing banks, and, since ancient times, Bahrain has been recognized as the traditional center of the industry. It constituted the principal source of wealth for centuries, but it reached a low level in the 1920s, due in part to the competition of Japanese cultured pearls in the world markets. Early records are nonexistent, but the former Bahrain pearl fleets probably consisted of 600 to 1,000 vessels. The number has declined progressively: only 83 departed for the banks in 1950. In that year, about 2,000 Bahrainis were engaged in pearl fishing during the season from mid-April to October, undoubtedly a fraction of the total employed when the demand for pearls was at its height.

In previous decades, dhow building also was one of the major industries of Bahrain, but its decline has paralleled that of the pearl fisheries. Nine boats were constructed in 1949, as against 100 reported in 1928-29.

Today, oil is the foundation of Bahrain's prosperity. The royalties derived from the industry not only have bolstered the declining resources of the government, but have made possible the expansion of public works and social services. Operations are conducted by the Bahrain Petroleum Company, Ltd., which holds long-term concessions from the Sheikh of Bahrain for the development of the petroleum resources of the islands. Oil was discovered in the Jabal ad Dukhan region, near the center of Bahrain Island, in 1932, and production started in 1934. The proven reserves of this field are estimated in the neighborhood of 200 million barrels. The company also operates a

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